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The Daily Press.

HONGKONG, AUGUST 27TH, 1908

It is rather more than twelve months since the Government issued its notice that all Hongkong subsidiary coinage received in accordance with law by Government Departments would be melted down and sold, so as to reduce the amount in circulation to that required by the necessities of business in the Colony. This policy has had some small effect on the subsidiary coinage evil, for the rate of discount on the Hongkong coins has been dropping, though the fall cannot be regarded as a heavy one. Hongkong 20-cent pieces are now quoted at 6-30 per cent discount against 8-78 per cent on Chinese 20-cent pieces, and Hongkong 10-cent pieces are quoted 8-85 per cent discount against 8-40 per cent for the Chinese coin. This gradual appreciation in value of the Hongkong subsidiary coins is certainly satisfactory, but, until the Government is prepared to shut out the Chinese coin, it can benefit nobody but the Government and perhaps the money changers. The futility of the hope of getting the Chinese authorities to reduce the output of the Canton Mint is evidenced in the translation our Canton correspondent gives today of a communication made by the officials of the Finance Department to the Viceroy. It appears that the British Minister in Peking has again been urging on the Wai-wu-pu the necessity for temporarily stopping operations at the Canton Mint, and the report of the financial authorities of Canton on the subject is absolutely opposed to the proposal. The promise given last year that the output should be reduced by 8,000 taels

worth of subsidiary coins a month is shown to have been broken. There was, they say, a demand for these coins and they met it, despite the promise given to the British Minister; and now, in regard to Sir JOHN JORDAN's second request, the Canton financial authorities dispute His Excellency's premises in the matter and stand out against compliance with the request. It is perfectly clear, therefore, that if the subsidiary coinage evil is to be corrected in Hongkong, the Government must go the length of restricting the importation of Chinese coins, and absolutely forbidding the circulation of Chinese coins in the Colony. Merely to warn the public that Chinese coins are worth so much less than Hongkong coins is obviously insufficient while the subsidiary coinage in circulation in the Colony appears to be four-fifths Chinese. Past experience has proved how futile it would be to recommence minting with a view to providing the Colony with an adequate supply. Of the 40 million dollars worth of these coins put into circulation by the Government, enough, presumably, remains somewhere to cover the need of the Colony ten times over. As last as they were issued they disappeared out of the Colony when the output of the Canton Mint was insufficient to meet the demand for subsidiary coinage in Kwangtung province; and if the Hongkong Government were still to go on minting, we would not retain the coins in the Colony so long as people were left as free to utter Chinese coins as they are now.

It is clear that we cannot look for much amelioration as a result of any effort on the part of the Canton Mint authorities. Their reply to Sir JOHN JORDAN's request is a naive and instructive comment on the whole question. The controllers of the Mint take no account of the fact that the Hongkong Government has not only ceased to mint any more subsidiary coin, but is retaining and melting down what is being paid into the Treasury, in order to rehabilitate its subsidiary coinage. What the Canton authorities say is: "Our coins are demanded by the public and if we restrict the output they will draw supplies from Hongkong." Even now when the discount on subsidiary coin is as high as it is, the minting at Canton is apparently profitable, and the controllers of the Mint are evidently strongly disinclined to sacrifice the profits in the general interests of trade. They profess not to see that a depreciated coinage is a tax on trade and commerce, and they do not even recognise that depreciation is the result of overproduction. So long as such abysmal ignorance prevails in regard to elementary facts like these and while the controllers of the Mint are permitted to disregard a promise when it is given to a Foreign Minister, it must be confessed there is little to be hoped for by the Hongkong Government in the way of co-operation. We can hardly believe, however, that the Board of Finance in Peking will be impressed by the views advanced against the adoption of Sir JOHN JORDAN's suggestion, but should the Board decide to temporarily stop the minting of subsidiary coins at Canton, it is to be hoped that the promise will be honourably fulfilled.

Two rinks of the police bowlers visit the bowling green at Cosmopolitan Dock on Saturday afternoon and play the home men.

The young men, McBride and Wilson, who swam from Kowloon Dock to Statue Wharf on Monday did the distance in one hour and eight minutes.

Dr. Kahne, in the report of the Tungku Medical Missionary Hospital, draws attention to the abuse of ginger and oil in South China. They are used as "antispasmodics" by nearly every woman.

During the six months since the conclusion of the immigration restriction agreement between Japan and America the number of Japanese emigrants to America decreased by 2,629 in comparison with that of the corresponding period of the previous year.

In the Philippines, according to the "Manila Times," a loss of pesos 618,554 must be faced by the Customs during the present fiscal year, as this represents last year's collections on opium, and at a conservative estimate this would have been the amount taken had the prohibition of the drug not been made law.

An interesting horse deal was before Mr. C. J. Saunders at the Singapore District Court, last week, when Mr. A. Franzen sued the Hon. Mr. John Anderson for \$350 for alleged breach of warranty and misrepresentation in respect of a horse. Judgment was given for the defendant with costs.

Singapore papers by yesterday's mail contain a report that the Eastern Extension Telegraph Company's cable ship *Patrol* is ashore near the Straits of Pulo Lant. During the past few weeks the Eastern Extension Telegraph Company have been engaged in cable work off the coast of Borneo, and the *Patrol* left Singapore with cables and other material aboard. What occasioned the mishap has not been disclosed.

Malaria is again prevalent on the Railway Works especially at Tai-po. No fewer than ten European cases are at present under treatment in the Government Civil Hospital.

In the Marine Magistrate's Court yesterday before the Hon. Commissioner Basil Taylor, R.N., Harbour Master, Captain G. L. M. Willoughby, master of the Government steamer "Stanley," charged Rudolf Hatz, master of the German s.s. "Hilary," with unlawfully allowing rubbish to be thrown from his ship at 11 a.m. on Tuesday. Defendant denied the charge, which was eventually proved, and a fine of \$80 was imposed.

The report of the Tungku Medical Missionary Hospital and Polytechnic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 126 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kahne reports on the Polytechnic and Rev. H. Klose on the evangelistic work.

In the Japanese Department of Finance the Tariff Revision Investigation Committee is now much occupied in drafting the new Customs tariff which is to be revised in 1911. The Committee has a paragraph stating that according to a member of the committee, the Treasury has no intention of raising the tariff rates in any remarkable degree. In fact, the new tariff rates will be fixed on the basis of the tariff which was put in force in October, 1906, and which was compiled in anticipation of the forthcoming revision of the tariff in 1911. There will, therefore, be no remarkable change between the new tariff and that in force.

The police are still in difficulties over the number of undesirable who are at present being handed on to them. Yesterday 72 from Saigon, sent on by the Indo-China authorities for non-payment of poll tax and other police reasons, and four from Singapore were encamped on the Station Compound in addition to 27 remaining of the big batch whose arrival we chronicled two days ago. It was a curious sight to see them being led yesterday. A Scotch policeman, whistling a Gaelic air, went amongst the crowd distributing chop sticks while the show was brought along in baskets and dispensed by the men in charge. Several women and children were among the number, but like the men, they seemed practically impervious to the inconveniences of the weather.

An interesting story of how a drunken man was responsible for the discovery of a theft was told at the Police Court yesterday. Coming down Lascar Road one night this week in an intoxicated condition he espied a man carrying a parcel which contained underclothing. Not knowing what he was doing the drunken man stopped the other and demanded "halves." Naturally the other declined and a district watchman hearing the demand for halves thought that it was a case of thieves having fallen out and he promptly arrested both and took them to the Police Station. There it was ascertained that the clothing had been obtained on a forged order and another man was arrested. The drunken man was charged with being drunk and incapable and the other two have to meet a charge of obtaining goods by false pretences.

An interesting point is raised in the report of the Tungku Medical Missionary Hospital. Dr. Kahne remarks "it is much to be desired that we medical missionaries know more than we usually do about the Chinese art of healing. If we cannot lose much time over their complicated and groundless theories, let us at least know the names and the action of the drugs they have used for thousands of years. A well-educated Chinese pondering over this, said that the utter neglect of their drugs was a great obstacle to their accepting ours. I know the reply which will be given me—How can we use drugs the action of which we ignore? Could not the Medical Missionary Association in Shanghai undertake the systematic study of the most important drugs? If nobody is found, could not the Association, as such, send an appeal to any scientific body at home or in America trying to find some pharmacologist ready to spend some years doing research work? If nobody comes we can at least send plants and specimens home asking for communications?"

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 26th at 11.51 a.m.—The barometer has fallen moderately at the mouth of the Yangtze, and risen considerably over the 3. Lo-choo, slight increase of pressure has taken place also over S. China, Formosa and the Philippines. The typhoon is situated to the E.S.E. of Gatai. It appears to be moving towards N.N.W. at present.  
A slight depression is moving Eastwards in the N.E. part of the Sea of Japan. Pressure remains high over the Pacific to the E. of Japan. Moderate S.W. winds may be expected in the Formosa Channel and moderate variable winds along the Northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.14 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood. Variable winds, moderate to strong, with rain or showers.  
S.W. winds, moderate.  
Formosa Channel. Same as No. 1.  
South coast of China between Hongkong and Formosa. Same as No. 1.  
South coast of China between Hongkong and Hainan. Same as No. 1.

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE RUSSIAN NAVY.

LONDON, August 24th.

The Russian Government have adopted plans of a Hamburg firm for the construction of new battleships of twenty thousand tons displacement, 21½ knots speed, and armed with twelve inch guns.

## WIRELESS TELEPHONY.

LONDON, August 24th.

Mr. De Forrest who has engaged the Eiffel Tower has now secured the use of a tower in New York, 680 feet high, as the American terminal for wireless telephony, not telegraphy as at first reported.

## HOLLAND AND VENEZUELA.

LONDON, August 24th.

Holland, replying to Venezuela, insists on Venezuela rescinding various decrees harmful to trade at Curacao.

## MOROCCO.

LONDON, August 24th.

Mulai Hafid has been proclaimed Sultan at Tangier amid popular rejoicing. While it is expected that France will continue her policy in Morocco regardless of the change of Sultans, the French Governmental organs agree that Mulai Hafid cannot be recognized until a new European conference has met and consented to conclude an agreement with him.

## MACEDONIA.

LONDON, August 24th.

Great Britain has taken no steps to recall the British gendarmes officers in Macedonia, preferring to await the conclusion of a unanimous international agreement.

## THE LATE COLONEL MARTIN.

Lieutenant-Colonel Henry Martin, of Hongkong, and formerly of Sandgate, Kent, of the Royal Army Medical Corps, principal medical officer at Hongkong, who saw service in the South African War, and who died in Japan whilst fishing, elder son of the late Ven. Henry John Martin, Archdeacon of Lindisfarne, of Beadnell, Northumberland, left estate of the gross value of £10,302, with net personality of £2,072.

## AUSTRALIA AND THE CHINESE.

The Prime Minister of Australia has approved of a regulation under the Immigration Restriction Act to prevent Chinese from being queued into the Commonwealth on the plea that they are returned immigrants. Safeguards will be observed. Four mounted photographs, two of the profile and two full face, will have to be supplied, and the following certificate must be signed by Chinese with me, or to introduce into the Commonwealth, any relative who is not possessed of an unexpired or unrevoked certificate exempting him or her from the provisions of paragraph 3 of section 3 of the above Act; and I also undertake and intend not to be directly or indirectly privy to the bringing to or introduction into the Commonwealth of any such relative.

## ROUND THE WORLD RACE.

The first of the competitors in the round-the-world automobile race prohibited by the "Matin" reached Paris on the 26th ult. at 3 p.m. It was the German Protos car, with Lieutenant von Koppen, of the German Army, who left Berlin two days previously and had an uneventful run to Paris. The contest has long since degenerated into a fiasco, and little enthusiasm was shown on the arrival of the German competitor. Flying the German flag, the Protos car halted first in the Place de la Concorde, opposite the headquarters of the Automobile Club. Thence he went to the offices of the "Matin." Here von Koppen's arrival seemed to be unexpected, for none of the members of the committee which organized the race were on the spot to receive him.

A peculiar situation has arisen in connection with the race and the finish of the German car. It was carried across the Rocky Mountains by rail, and from the Pacific was shipped direct to Vladivostok, so that until the remaining competitors in the race have finished it will be impossible to decide whether the Protos car has obtained a place.

## FIRE INSURANCE IN JAPAN.

The warehousing companies of Tokyo, Yokohama, Kobe and other places are now greatly irritated, the *Japan Gazette* says, at the attitude of the five great Japanese fire insurance companies, namely the Meiji, the Nippon, the Tokyo, the Yokohama and the Kyodo, which have announced that the insurance rates will be raised on and after December 1st. For example, the new rate on fertilizers will be more than double the present charge, that on cotton more than three times and that on general merchandise from 10 to 30 per cent. The warehousing companies are of opinion that such extraordinary high rates are not only unbearable at a time like the present, when business depression is prevailing all over the country, but will also retard the development of commerce and industry. Some of the warehousing companies have gone so far as to cancel their contracts with the Japanese insurance concerns and have them renewed in the foreign insurance companies. On the other hand, the Japanese fire insurance companies hold that in consequence of the recent great fires in the country they have incurred great loss and that unless the present rates be raised they will be unable to run the business properly. It is stated that the insurance money paid by the warehousing companies in the above mentioned places amounts to about ¥5,000 or ¥6,000 every month, including ¥18,000 paid in Tokyo and Yokohama.

## SUPREME COURT.

Wednesday, August 26th.

## IN SUMMARY JURISDICTION.

Before Mr. H. H. J. GOMPERTZ (ACTING PRINCE JUDGE).

## CONSENTED TO JUDGMENT.

The Kung Yan Sang firm sued Tsang King to recover \$400 due on a promissory note.

Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. A. Holborow (of Messrs. Deacon, Looker and Deacon) for the defendant.

When the case was called and plaintiff did not appear Mr. Grist said—I think he must be in the other Court, or perhaps has gone to the Police Court.

His Lordship—Why should he go there? Mr. Grist—They are so ridiculous, these people. They always go to the wrong place. I would ask your Lordship to adjourn the case until this afternoon.

Mr. Holborow—I think I am entitled to costs for coming here this morning. Mr. Grist—I will ask your Lordship to adjourn that question.

Mr. Holborow—I was hoping the plaintiff would be here. I am willing to consent to judgment, but on terms.

His Lordship—Why cannot you go into that now?

Mr. Holborow—I am quite prepared. The defendant says if my friend will grant him two weeks' time to pay. In other cases where he was ordered, Tsang King has always kept his promise.

Mr. Grist—I cannot agree. There is a balance due from a case a few weeks ago.

Mr. Holborow—That was paid on Saturday.

His Lordship—it will give judgment, with a stay of execution for a fortnight.

Mr. Grist—I cannot consent to that. This writ was issued on August 15th, and there is no reason why my client should not be entitled to interest. If the defendant will consent to pay interest at the usual rate from the date of execution of the writ I am prepared to consent to a stay of execution for a fortnight, with liberty to apply. Otherwise all sorts of things might happen: somebody else might put in execution, or he might run away.

Defendant's solicitor consented, and his Lordship gave judgment for the plaintiff, execution to be stayed for a fortnight.

## LOCAL SPORT.

## TEAM RACE.

The team race held at the V.R.C. yesterday afternoon attracted considerable attention. The following four teams entered:

No. 1—A. A. Claxton (Capt.), P. M. Remedios, F. K. Tait, Mackie, H. Mathias, A. J. V. Ribeiro, and C. Cardeiro.

No. 2—C. J. Cooke (Capt.), H. C. Sayer, J. I. M. Lopes, M. A. Figueiredo, C. Banji, F. da Rosa, and U. Gallucci.

No. 3—C. C. Humphreys (Capt.), A. E. Alves, E. Humphreys, J. M. Rosa Pereira, C. A. Rodrigues, J. Forbes, and B. Gallucci.

No. 4—R. C. Wittell (Capt.), A. H. Carroll, A. V. Barron, A. S. Ellis, A. R. Ellis, E. M. O. Remedios, M. Banji.

It was soon observable that the race lay between Wittell and Claxton's teams. The swimmers in the former were slightly better, however, and on points Tait lost the race to the latter team. The best swim of the day was between Wittell and Remedios, and on this contest the race "depended." Remedios got a slight start, a start scarcely worth mentioning, but Wittell, as is known, is one of the Colony's best swimmers, and after an excellent race he succeeded in beating Remedios in the last lap, the final ending in a win for Wittell's team, with Claxton's second and Humphreys' third.

## WATER POLO.

A friendly water polo match followed between the V.R.C. and a team of Royal Engineers. The home team won after an excellent game, and straggled to say, registered the same number of goals against their opponents as they did in two previous Shield matches namely 2 to 1.

## WATER POLO SHIELD FINAL.

It has been arranged that the final in the Water Polo Shield Competition will take place on Wednesday next at six o'clock. The finalists are the V.R.C. and the Corinthian Yacht Club, and as previously mentioned, a good game is anticipated, the teams being rivals in last year's tournament. It is expected that His Excellency the Governor will attend to present the Shield.

## DEATH OF MR. SANKEY.

A New York telegram announces that Ira David Sankey, the noted evangelist and singer, died on the 15th instant.

The deceased was born at Edinburgh, Lawrence County, Pa., August 23rd, 1840, and at the age of fifteen united with the Methodist Episcopal Church at New Castle, where he became choir leader, Sunday school superintendent and President of the Y.M.C.A. At the Indianapolis Y.M.C.A. International Convention in 1870, he first met Dwight L. Moody and became associated with him as a solo singer in evangelistic work in the United States and abroad, and of late years did a good deal of lecturing. He gave to New Castle a free gift of a Y.M.C.A. and public library building and also a building site to the Methodist Church there. He was the compiler of numerous Gospel Hymns, Sacred Songs and Solos, which were published in England and had a circulation of fifty million copies, and have been translated into many languages. He was the composer of many of the most popular gospel songs of the day including "The Ninety and Nine" and "When the Minute Hand Rolled Away."

## CANTON.

[FROM OUR CORRESPONDENT.]

August 25th.

SUPPRESSION OF ILLEGAL SOCIETIES.  
The local Authorities have received the following Imperial Edict by cable:—

"This Imperial Edict is issued to inform you that I (Emperor) have recently heard that there are numerous societies established in both the Northern and Southern Provinces bordering the Sea Coast under the general name of Political Information Societies. Amongst these Societies there are many members who are prominent seditious criminals who under shelter of these societies get the people to subscribe large sums of money and form factions under the pretext of investigating the political and commercial affairs of the country, but in reality they are secretly scheming and inciting insurrections and creating trouble and generally design to disturb the peace of the public. If stern measures are not immediately taken to investigate and suppress these societies it is feared that they will corrupt and ruin the people. I have ordered the Board of Censors, Viceroys and Governors of all the Provinces, Generals in command of the armies, and the Prefect of Shun Tien to make rigid and minute inquiries and adopt stringent measures to suppress these societies. All officials are instructed to arrest and severely punish the members of these associations and not to look upon this as an unimportant matter as negligence on your part may result in involving the State in serious calamity. Respect this (Edict)."

The above edict refers to the Self-Government Society, Association for Protection of Chinese Rights, Investigation Society, and so forth, all of which only sprung up last year. They express freely their opinions on governmental matters and very often hamper the actions of the local authorities. Trouble was bound to crop up, for while nothing like representative government is as yet established, these so-called societies arrogate to themselves power to interfere in any and every matter, and they undoubtedly constitute a standing danger both to the countrymen and to foreigners. I mentioned the danger of the existence of these societies last year when they interfered with the West River Patrol question.

## SUBSIDIARY COINS.

Recently the Board of Revenue at Peking sent a despatch to Viceroy Chang stating that the British Minister had requested them to order the Kwangtung Mint to cease for a time to coin subsidiary coins. On receipt of the despatch the Viceroy instructed the Provincial Treasurer, the Bureau of Local Affairs, and the official in charge of the Mint to consider the matter and report their opinions. The following is the gist of the report sent to the Viceroy:

"The merchants and the people have long been accustomed to the use of the 20-cent coins. If we cease to mint these, then we have to look to foreign sources for a supply. The British Minister on the pretext of the interests of commerce has requested that the coining of them be stopped. Your predecessors have previously reported on this subject giving full particulars and substantial proofs. This year the British Minister has again taken up the subject and discussed it with the Wai-wu-pu. On the last occasion, with a view to prevent international complications, the Wai-wu-pu was reluctantly compelled to comply with the request of the Minister and ordered the (monthly) production of subsidiary coins to be reduced by 8,000 taels.

"As it was said that by stopping the minting of subsidiary coins the business of the merchants and the people would be facilitated we disregarded the question of profits accruing from the minting of the coins. We still found, however, that it was occasionally necessary to stamp several thousand dollars' worth of ten cents coins, to meet the public and private business transactions of the Mint. As the people are so accustomed to the use of subsidiary coins we were compelled to mint a certain quantity above the usual limit so as to facilitate circulation and meet the demands for change for dollar coins.

"On the present occasion the British Minister has again requested that the minting of the subsidiary coins be stopped and has supported his request by saying that the premium on foreign banknotes is daily increasing 20, 30. But the fluctuation of premium on foreign banknotes really depends on the coining of subsidiary coins in the market, and has nothing to do with the amount of subsidiary coins minted. The British Minister does not appreciate the real condition of affairs, but simply puts the blame on the Kwangtung subsidiary coins. His Excellency's statement is not based on a full review of the facts. Moreover, the amount minted above the limit is only an additional sum of coins necessary to meet the payment of salaries of officials and soldiers and at times on account of insufficient subsidiary coins in the market required for the transaction of the business of the merchants."

## THE FLOOD—JAPAN'S GIFTS.

It is reported that the Japanese Government has sent the following articles to the Viceroy in aid of the flood sufferers:—

7,100 rolls of cotton piece goods.  
25,000 bottles of medicine (?)  
7,000 cabbages of flour.  
10,000 tins of preserved cabbage.

The Viceroy gave instructions to the Commissioner of Customs to pass these goods free of duty. They arrived here by the s.s. "Kwang Sai" on the 24th instant.

The directors of the Grand Hotel des Wagons Lits, Ltd., Peking, have been able to declare a dividend at the rate of 2½ per cent, and pay over Tls. 840 to working account, paying also a small dividend on the Founders' Shares. The capital of the company is Tls. 244,950, with Tls. 100,000 in debentures at 7 per cent.











# NOTICE TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

### THE Company's Steamship

"SILESLIA" having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 30th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WISLER & Co., Agents.

Hongkong, 25th August, 1906.

## "INDRA" LINE LIMITED.

### NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

### THE Company's Steamship

"INDRANI" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risks into the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where such consignments will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 31st inst., at 4 P.M. will be subject to rent.

No Fire Insurance has been effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

JARDINE, MATHESON & CO., LTD. Agents.

Hongkong, 25th August, 1906. 1220

## FROM EUROPE.

### NOTICE TO CONSIGNEES.

### THE H.A.L. Steamship

"BRASILIA" Captain Schwinghammer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside Kowloon Wharf.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st August will be subject to rent.

All broken, eluded, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th August, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 24th August, 1906. 1217

## NOTICE TO CONSIGNEES.

### THE F. & O. S. N. Co.'s Steamer

### "NORE"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risks in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 25th August, 1906. 1

THORNE'S OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO., LTD.

As Supplied to the House of Commons.

## THE MARATHON RACE.

The following is extracted from the Times report of this great race, from Windsor to London, a distance of 26 miles.

### "CLEAR THE COURSE."

"Clear the course for the Marathon race," comes the announcement through the megaphone. A policeman is waiting at one of the gangways on the further side of the ground. There is a continual clamour of tens of thousands of people talking and shouting. The photographers are kneeling on the grass at the edge of the track waiting for whoever it may be. Most probably Hoffman, who at 21 miles is still leading, followed by Dorando. There is an indescribable thrill of excitement in the air. The judges are clustered round the tape in front of the Royal Box.

The people in the top seats at the north-east corner of the Stadium have turned round to look over Wormwood-scrub. Twenty-four miles, and still the same two leaders. The pace must have slackened. Five o'clock. They ought to be here. The sound of a rocket! Another! Suddenly at the top of the far-off stand they begin to clap, but it is a false alarm. It is a wonderful moment. All those thousands of people waiting to see one man drag his tired legs over the 26 miles of the track at the end of a 26-mile run—the crowning moment of these great Olympic Games. Suddenly a boom, and then another, and then a pause. Every one is very quiet now. There is a subdued hum which swells into a roar as the timekeepers, in white motor-coats, hurry on to the ground. Silence! Look the megaphone speak. The runners are in sight, South Africa and Italy leading, a mile from home. And then cheers and counter-cheers, and bang goes a rocket close at hand, followed by a rush of officials from the Stadium to the course outside.

### THE FINISH.

And at last he comes. A tired man, dazed, bewildered, hardly conscious, in red shorts and white vest, his hair white with dust, staggers to the track. It is Dorando, the Italian. He looks at him hardly knowing where he is. Just the knowledge that somehow, by some desperate resolve of determination, he must get round that 260 yards to the tape of the finish keeps him on his feet. Fifty yards and it cannot avoid that. He falls on the track, gets up, staggers on a few yards and falls again, and yet again, and then he reaches the last turn. The goal is in sight, though his closed eyes cannot see it. He is surrounded by officials almost, if not quite, supporting him, urging and cheering him on. If they were not there he would fall. He cannot see straight. And yet five yards from the end he suddenly bursts into a pathetic, almost a horrible, paroxysm of drops again ten yards from the tape, rises, staggers forward over those last terrible few yards, and has reached the goal.

But not with much to spare. Hayes of the United States, follows him into the Stadium, a long way behind him in time, but comparatively a fresh and strong man, who can actually run, and is fast catching him up. Not quite, however, as he has run a magnificent race. So have several of the Americans. They come in, one after the other. Americans, Indians, Canadians, none of them, happily, in the same dreadful state as Dorando, the Italian, but with a bewildered look on their faces, drawn out pale with exhaustion, as though wondering what they are doing. It seems as if the first Englishman will never come. And all the time the cheering goes on, every few minutes swelling round the course into a louder roar, as one by one they come. For if only one man can win, it is something even to finish in this Marathon race. Dorando was very ill after leaving the track, but it was afterwards announced that he was out of danger.

SUCCESSFUL PROTEST BY HAYES. The Americans protested against Dorando's win on the ground that he received assistance, and the protest was finally sustained by the council. So that, after all, the unfortunate man had his agonized struggles to no purpose. Altogether the finish of the race was far from satisfactory. The rules about attendants not being allowed on the course was a grievous blot on the position of these Olympic Games. The position of these Olympic Games was undoubtedly difficult. It seemed inhuman to leave Dorando to struggle on unaided, and inhuman to urge him to continue. It did not seem right that thousands of people should witness a man suffering as he did. It seemed hard that he should lose the victory after having reached the Stadium so long before any one else. And yet, after all, the race was not to the Stadium entrance, but to the finish in front of the Royal Box, and it is extremely doubtful whether, by his own unaided exertions, Dorando could ever have got so far. And the Americans, who enjoyed the signal honour of providing three out of the first five men home, are justly entitled to the special glory of claiming the actual winner.

### THE COMPETITORS.

The positions, names, and times of the runners were—

	Time
1. Dorando, Italy	2:54:46.25
2. J. P. Hayes, U.S.A.	2:55:15
3. J. P. Hayes, U.S.A.	2:56:08
4. A. R. Welton, U.S.A.	2:59:44.25
5. W. Wood, Canada	3:14.44
6. F. Simpson, Canada	3:28:15
7. H. Lawson, Canada	3:47:15
8. J. P. Hayes, U.S.A.	3:50:45
9. L. Toivainen, U.S.A.	3:51:15
10. Nieminen, Finland	3:50:45
11. J. Caffery, Canada	3:52:46
12. W. T. Clarke, United Kingdom	3:58:25
13. E. Barnes, United Kingdom	3:57:40.25
14. S. H. Hatch, U.S.A.	3:57:50.25
15. G. Gouldin, Canada	3:59:45
16. W. Goldsboro, Canada	3:59:45
17. J. G. Heale, United Kingdom	3:59:45
18. A. Nejedlik, Bohemia	3:59:45
19. G. Lind, Russia	3:59:45
20. W. V. Walker, Holland	3:59:45
21. G. Tompkins, Sweden	3:59:45
22. G. Gouldin, Canada	3:59:45
23. F. Jorgensen, Denmark	3:59:45
24. A. Burr, Canada	3:59:45
25. E. Rath, Austria	3:59:45
26. R. C. Hansen, Denmark	3:59:45
27. G. Lister, Canada	3:59:45

Also ran—J. M. Lynch, Australia; W. V. Aitken, Australia; G. B. Blake, Australia; J. M. Baker, South Africa; G. Coulumbardos, Greece; A. Contoulakis, Greece; W. T. Bream, Holland; A. C. H. Vosbergen, Holland; G. J. M. Buff, Holland; P. Celis, Belgium; U. Blasi, Italy; J. Kyn, U.S.A.; P. P. Moussey, U.S.A.; M. J. Ryan, U.S.A.; P. Reiser, Germany; P. N. North, Germany; S. L. Landquist, Sweden; J. Landquist, Sweden; A. Duncan, United Kingdom; J. Price, United Kingdom; H. V. Barrett, United Kingdom; P. Thompson, United Kingdom; A. Wyatt, United Kingdom; F. S. M. J. Cotton, United Kingdom; P. P. Moussey, U.S.A.; P. N. North, Canada; P. N. North, Canada; J. T. Tait, Canada.

It will be noticed that four Americans, and three Canadians finished in the first ten. The United Kingdom's first representative was 12th.

How to be BRAVINGFUL—Keep your own position. Mrs. Ellen's Crime Character, Lat. Charmant and Special Skin Tonic and Pomade Character will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## ATLETICS IN THE STADIUM.

(BY B. B. WISE IN THE "DAILY TELEGRAPH.")

Have the Olympic Games been a success? The question is not easy to answer. The arrangements were certainly excellent, as everyone has recognized who knows anything of the difficulties which had to be overcome. Both athletes and the public were well looked after. Most of the competitions started to time, although the final of the 1,500 metres was quite inauspiciously advanced in the programme by two hours without any notice. The high quality of the sport was proved by the Russian, and every foreign committee, except that from the United States—the Americans are better athletes than they are sportsmen—has given unstinted praise to the fairness and ability of the judges. And yet it may be questioned whether the meeting really satisfied the expectations of its organizers. Olympic Games seem strangely out of place in London. They require the setting of a smaller complex in which they should be the one and paramount object of interest. The meeting in the Stadium was a fine gathering of athletes, but it was in no sense a national festival. That inspiring popular enthusiasm which made the meeting at Athens in 1906 a memorable and unforgettable event must of necessity be lacking in a great city like London or Paris, where the meeting is only one of a score of other attractions.

The Olympic Games away from Athens are like a Wagner Festival out of Bayreuth. None the less there was a multitude of visitors. The complaints which filled the newspapers of sparse attendance in the early days were not justified. The critics forgot the size of the Stadium, and that a crowd which would have overflowed Stamford Bridge or Aston Park was lost in one section of the Stadium. Probably there was not one day on which the attendance did not number 30,000, and it was over 100,000 on Friday last. Ten thousand is counted a good attendance at an ordinary Championship meeting. Some superficial critics, misled by these complaints, have declared that athletics is a sport of the lower middle classes, from which both workmen and the aristocracy abstain. Certainly the daily attendance at the Stadium was no indication of this. If it was less "fashionable" than the attendance at the Eton and Harrow Match, but it was certainly quite representative of all sections of English society. What is true is that the spectators came rather from curiosity than interest, and that in spite of the success of this meeting Olympic Games in London are an exotic.

Of the events themselves the most important was the "Marathon" race of 26 miles, from Windsor to the Stadium. This is not the place to review the motions of that tragic finish. Everyone has heard how Italian Dorando fell and rose and fell twice more before he reached the goal. He was a brave man, but he was disqualified, because he was supported to the tape. Hard as the decision was, there can be no question of its justice. The officials who assisted the Italian to his feet and supported him during the last ten yards have been very unjustly blamed. It was a condition of the race that it was run under medical supervision. The doctors in charge were required to prevent a competitor who was not fit from starting in the race, and to call off anyone who in their opinion could not continue with risk of life. Dorando himself thinks he might have struggled up unaided; but he admits frankly enough that the doctor thought otherwise and ordered the bystanders to lift him from the ground. That having done this, they should assist him over the few remaining yards was but a natural piece of kindness to the plucky runner. But there is no ground for imagining that the race was lost through sheer officiousness. Dorando was out of the race, as they all knew, from the moment that the doctor called him on the track. Apart from the sensational finish, the chief feature of the race was the failure of the British team, who ran themselves off their feet in the first twelve miles, and quite forgot the elementary rule of a long-distance race, viz. that each man should run his own race without paying regard to the others.

The 1,500 metres was another disappointment to England. Sheppard, the winner (American), shares with Lieutenant Halswells the honour of being the best athlete on the ground. Wilson, the English champion, certainly ran with judgment, and illustrated more than the old truth that the mile is won quite as much by the head as by the heels. But it may be doubted whether he would under any circumstances have beaten Sheppard. But if England failed to come up to expectations in the longer races, she surpassed herself in the sprints, which from the first had been considered safe things for the United States. The Americans won nothing shorter than the 800 metres, which Sheppard carried off to the credit of breaking a record of 2 min. 52.4 sec. and carrying on to make a half-mile record of 1 min. 54.8 sec. This beating J. K. Cross's record by 3 sec. It was noticeable that Sheppard made all his own running in this race—a marked contrast with the tactics in the 1,500 metres. The 400 metres, which approximates to the quarter produced a very regrettable incident. Lieutenant Halswells was in the final heat with three Americans—Carpenter, Taylor, Robbins—having won his heat in the record time of 48.5 sec., and he completed the full quarter in 42.5 sec. The course bends sharply coming into the straight when about half the distance has been run. The judges, remembering that the American rules allow one competitor to "hore" and hustle another, and realising that by these tactics Barker, the Australian, had been deprived of his chance of winning the same race at Athens in 1906 very wisely stationed one of their number at this bend. Whether what happened was the result of a deliberate foul or an accident is perhaps only known to Carpenter; but no doubt was left in the mind of any spectator that he "hored" and eluded Halswells quite out of his course. The tape was very properly broken, the race declared void, and Carpenter disqualified. The Americans took this in such bad part that they withdrew their other competitors and left Halswells to walk over. No other incident in the meeting has caused such unpleasant feeling. It is to be hoped that when the American newspapers read fuller accounts of the proceedings, especially if they see a photograph of the runner who "hored" and examined the plan that was made of the ground to show by footmarks the course of the runners, they will realise that the judges could have given no other decision under rules which do not acknowledge "win-foul or wrangle" as a sporting maxim.

The 100 metres produced a new runner in the young South African, E. E. Walker. Although only nineteen years old, he ran a race against the American champion Reuter with a coolness that veterans might envy. Having led all the way, he was passed by Reuter twenty yards from the tape, and yet was able to come again with a race dash and win by a clear stride. Therefore, it will be remembered, who ran second in the Marathon Race, was also a South African. No victory was more popular or less expected. The 200 metres went to Canada, R. Kerr winning in good style in 22.5 sec. Larner made a record for England in the 3,000 metres walk, doing the distance in 14 min. 55 sec. He also won the ten miles walk in 1 hour. 17 min. 31 sec., which is another new record. The steepchase of 8,200 metres, which is about twenty yards less than two miles, was another good win for England, Russell just holding the American, Eisele, at the finish. Many athletes will agree with Mr. Fowler Dixon in regretting that the Selection Committee did not choose the A.A.A. champion H. Cross as one of the English representatives in this event.

The general result is that Great Britain won six of the distance competitions in the Stadium, viz. the two walking races, the three miles team race, the 3,200 metres steepchase, the five miles, and the 400 metres. Against this total the Americans count an equal number, viz. the 1,500 metres, the 800 metres, the 400 metres hurdles, the 110 metres hurdles, the Marathon race, the 1,600 metres relay, total six. But in the other athletic competitions the Americans proved an easy first. They won the five jumps, viz. the high, the long, the standing high, the standing long, and the pole jump. They also won the hammer throwing, putting the shot, and the discus throwing. Thus in the athletic events, while Great Britain and the Overseas Dominions together score eight points in the Stadium athletics, the Americans score 14. Their victory is well deserved, for it has been due to careful training, strict discipline, and admirable management. No English sportsman can grudge a success which is so honourably earned. The best we can do is to imitate their careful method of training and organisation.

## THE OLYMPIC GAMES.

### QUEEN AND THE VICTORS.

Remarkable scenes of enthusiasm marked the closing of the Olympic Games in the great Stadium. Thousands of people assembled to witness the victors receive their awards at the hands of the Queen, and as they filed past the Royal Box they were greeted with unstinted applause. The winners of the cycle events were unable to be present, as they had gone to compete in the world's championships at Leipzig.

Dorando, the plucky young Italian who won and lost the Marathon race, had great ovation in which the Americans took a leading part—as he went forward to receive the gold cup, which the Queen personally presented to him in recognition of his gallant effort.

While Hayes was making his triumphant tour round the track, an amazing scene was being enacted in the Stadium corridors. Dorando was literally mobbed by wildly enthusiastic admirers. He was hugged and kissed and almost crushed by the great throng, who desired to show their appreciation of his effort and he had to fight almost for his life in his effort to get to his dressing-room.

A pleasing feature was the generous message sent by Hayes that he would like to shake Dorando by the hand.

A great ovation, in which President Roosevelt will be invited to take part, awaits the American team in New York.

### POSITION OF COUNTRIES.

The following table shows the position of the various countries in the Olympic Games—

Position	Country	Wins at Total
1.	United Kingdom	23
2.	United States	18
3.	Sweden	5
4.	France	4
5.	Hungary	3
6.	Germany	2
7.	Italy	2
8.	Canada	1
9.	Norway	0
10.	Finland	1
	Belgium	0

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CARLOWITZ & Co. Agents. Hongkong, 18th August 1906. 23

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BEUTER, BROCKELMANN & Co. Agents. Hongkong, 21st April, 1897. 114

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## SHIPPING.

## ARRIVALS.

AMIGO, German str., 700, Dresden, 26th Aug.  
—Pachon and Hollow 26th Aug., General  
Jensen & Co.  
CHITVEN, Chinese str., 1,171, C. Stewart, 26th  
August—Shanghai 21st August, General  
—Chinese.  
DALIN MARU, Japanese str., 1,000, I. Sakurai,  
26th August—Tamsui via Amoy & Swatow  
25th Aug., General—Osaka Shosen Kaisha  
GLENORIE, British str., 2,390, Larkins, 26th  
Aug.—Singapore 21st August, General—  
Chinese.  
HATIAN, British str., 1,183, J. S. Rosch, 26th  
August—Fouchow August 23rd, Amoy  
24th and Swatow 25th, Tea and General—  
Douglas, Lapraik & Co.  
KHEMUN, British str., 2,060, Evans, 26th Aug.  
—Tacoma, U.S.A. 2nd August, General—  
Butterfield & Swire.  
KUTICOW, British str., 20th Aug.—Canton.  
PHUMPHEN, British str., 1,065, Scott, 26th  
August—Seigon 21st August, General—  
Chinese.  
PRINCE ERIC, German str., 5,001,  
E. Malchow, 26th August—Hamburg 16th  
July, and Singapore 22nd August, Mails  
and General—Melchers & Co.  
SRIA, British str., 7,000, D. C. Gregor, B.N.R.,  
26th August—Yokohama August 17th, and  
Fouchow 24th, General—P. & O. S. N. Co.  
YINGCHOW, British str., 20th Aug.—Canton.

## CLEARANCES.

## AT THE HARBOR MASTER'S OFFICE.

26th August.  
Basilis, British str., for Shanghai.  
Chiyen, Chinese str., for Canton.  
Gilbert, British str., for K. C. Was.  
Huyah, British str., for Hongkong.  
Nave, British str., for Shanghai.  
P. E. Friedrich, German str., for Shanghai.

## DEPARTURES.

26th August.  
APHRODITE, British str., for Ocean Island.  
C. DIENBACHEN, German str., for Hongkong.  
CHOISING, German str., for Hongkong.  
DEVANOW, German str., for Hithow.  
HINGANG, British str., for Saigon.  
HONGKONG, British str., for Swatow.  
KUKIANG, British str., for Swatow.  
KUMERIO, British str., for Keelung & Tacoma.  
MATHILDA KORNER, Ger. str., for Sourabaya.  
NORD, British str., for Singapore.  
PARKING, British str., for Singapore.  
P. R. LUTFOLD, German str., for Europe & Asia.  
SILBIA, Austrian str., for Singapore.  
SILVIA, German str., for Singapore.  
SRIA, British str., for Singapore.  
TAKASAKI MARU, Japanese str., for Moji.  
TANAN, British str., for Kobe.

## SHIPPING REPORTS.

The British str. Phenomenon reports: Light  
variable winds and fine throughout.  
The British str. Hattian reports: Light to  
moderate wind, calm sea and fine weather  
throughout.

## VESSELS IN DOCK.

August 26th.  
ABERDEEN DOCKS.—Hanching.  
H.M.S. Whiting, Japanese, H.M.S. Robin,  
U.S.S. Albatross, Japan, Kijung,  
COSMOPOLITAN DOCKS.—Pocahontas, Iyo  
Maru.

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Captain J. G. Offert, will be despatched for the above  
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Parcels will be received at this Office until  
4 P.M. the day before sailing. The content  
and value of all packages are required.  
For further particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 24th August, 1908.

## VESSELS ADVERTISED AS LOADING

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nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, B.N.R.	P. & O. S. N. Co.	On 5th Sept., at Noon.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy, B.N.R.	Shewan, Tomes & Co.	On 30th inst.
LONDON, HAVRE & ANTWERP	GLENROY	Brit. str.	—	T. Darke	McGREGOR BROS. & GOW	On 30th inst.
DUNKERQUE, ANTWERP & HAMBURG	SPERZIA	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	About Middle of Sept.
HARVEY & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k.w.	Doist	HAMBURG-AMERICA LINE	On 20th September.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 4th October.
HAVRE & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERICA LINE	On 18th October.
MARSEILLES, &c. VIA PORTS OF CALC.	YARBA	Fr. str.	—	Seller	MESSAGERIES MARITIMES	On 1st Sept., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 2nd Sept., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 16th Sept., D'light
MARSEILLES, HAVRE & COPENHAGEN	CAZAT	Dan. str.	—	Peter	MELCHERS & CO.	On 11th Sept.
MARSEILLES, ANTWERP & HAMBURG &c.	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 19th Sept.
NEW YORK VIA PORTS & SUEZ CANAL.	INUBAMATO	Am. str.	—	Peter	SHAW, TOMES & CO.	On 18th Sept.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 5th Sept., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	YTO MARU	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 11th Sept., at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	INVERIC	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.
VICTORIA B.C. & ATACAMA VIA KHELUNG JAPAN	YTO MARU	Brit. str.	—	Hoyd	DODWELL & CO., LTD.	About 20th Sept.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KAGA MARU	Jap. str.	1 m.	G. S. Laprak	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YANGSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 2nd Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Jap. str.	—	J. Minson	MELCHERS & CO.	On 10th Sept., at 5 P.M.
VLADIVOSTOK	NIRKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.
YOKOHAMA AND KOBÉ	LIUTANIA	Rus. str.	—	—	MELCHERS & CO.	On 3rd Sept.
KOBÉ & YOKOHAMA	TRANS QUEBAR	Brit. str.	—	—	DODWELL & CO., LD.	On 15th Sept.
NAGASAKI, KOBÉ & YOKOHAMA	KAMAKURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 4th Sept., P.M.
YOKOHAMA AND KOBÉ	NIRKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
YOKOHAMA AND KOBÉ	LIUTANIA	Rus. str.	—	Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	OVERSANT	Frnst. str.	—	P. Nalin	Quick despatch.	On 5th Sept.
TIENTSIN VIA SWATOW, WEIHAWEI & CHEFOO	CHONGSHING	Brit. str.	1 m.	V. McClymont-Liddell	JARDINE, MATHESON & CO., LD.	On 29th inst., at 4 P.M.
TSINGTAU, CHEFOO & NEWCAIR	NANSHANG	Brit. str.	—	Korras	BUTTERFIELD & SWIRE	On 2nd Sept., at 4 P.M.
SHANGHAI, KOBÉ & YOKOHAMA	ERNEST SIMONS	Frnst. str.	—	Ginard	MESSAGERIES MARITIMES	On 2nd Sept., at P.M.
SHANGHAI, YOKOHAMA & KOBÉ	BRASILIA	Ger. str.	k.w.	Haseo	HAMBURG-AMERICA LINE	Today.
SHANGHAI VIA SWATOW, AMOY & FOOCOW	CHOSHUN MARU	Jap. str.	2 m.	T. Sumaga	OSAKA SHOSHUN KAISHA	To-morrow, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBÉ	JAPAN	Brit. str.	—	J. G. Olfant	DAVIS SARGSON & CO., LTD.	On 29th inst., at Noon.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	NORE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 28th inst.
SHANGHAI	DEVANHA	Brit. str.	—	T. H. Bide, B.N.R.	P. & O. S. N. Co.	About 3rd Sept.
SHANGHAI, MOJI & KOBÉ	TOKI MARU	Jap. str.	—	M. Windley	NIPPON YUSEN KAISHA	On 8th Sept.
SHANGHAI, YOKOHAMA & KOBÉ	SILBIA	Ger. str.	—	Belfair	HAMBURG-AMERICA LINE	On 10th September.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	NANSHANG	Brit. str.	1 m.	M. B. Laku	JARDINE, MATHESON & CO., LD.	On 8th Sept., at Noon.
SHANGHAI	WINGANG	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & CO., LD.	On 31st inst., at Noon.
SHANGHAI	TIENHAI	Dut. str.	—	Lo Brouck	Quick despatch.	On 2nd Sept.
ANPING VIA SWATOW & AMOY	SHOSHU MARU	Jap. str.	1 m.	Ijichi	OSAKA SHOSHUN KAISHA	On 30th inst., at 2 P.M.
TAMSUI VIA SWATOW & AMOY	DAIWIN MARU	Jap. str.	1 m.	I. Sakurai	OSAKA SHOSHUN KAISHA	To-morrow, at 4 P.M.
AMOY, NINGPO & SHANGHAI	YINGCHOW	Brit. str.	—	Fraser	BUTTERFIELD & SWIRE	To-morrow, at 2 P.M.
SWATOW, AMOY & FOOCOW	HAIKAI	Brit. str.	1 m.	Rosch	DOUGLAS LARPAK & CO.	To-morrow, at 4 P.M.
SWATOW, WEIHAWEI, CHEFOO & TIENTSIN	KUEICHOW	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	Today, at 9 A.M.
PAKHOI & HAIPHONG	HUEH	Brit. str.	—	Spink	BUTTERFIELD & SWIRE	On 2nd Sept., at Noon.
MANILA	KOBÉ	Brit. str.	—	E. Almond	SHAW, TOMES & CO.	On 2nd Sept., at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 4th Sept., at 4 P.M.
MANILA	YUENANG	Brit. str.	—	T. Mayrick	JARDINE, MATHESON & CO., LD.	On 5th Sept., at Noon.
CERU & ILOILO	ZAFIRO	Brit. str.	—	Kodger	BUTTERFIELD & SWIRE	On 2nd Sept.
KUDAT & SANDAKAN	KATPOH	Brit. str.	k.w.	Mathias	BUTTERFIELD & SWIRE	On 2nd Sept.
SINGAPORE, CALCUTTA & COLOMBO	HOBNOE	Ger. str.	—	F. Sembl	MELCHERS & CO.	On 1st Sept., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	ABONIA	Rus. str.	—	—	MELCHERS & CO.	To-morrow
SINGAPORE, PENANG & CALCUTTA	LARANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & CO., LD.	On 12th Sept., at 3 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	FOOKANG	Brit. str.	—	J. Hands	JARDINE, MATHESON & CO., LD.	On 4th Sept.
BATAVIA, CHERIBON, SAMARANG, &c.	MOYOBI MARU	Jap. str.	—	P. J. van Emmerick	NIPPON YUSEN KAISHA	Quick despatch.
	TSILATAP	Dut. str.	—		JAVA-CHINA-JAPAN LINE	



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NOBE and YOKOHAMA	Capt. G. Phillips	About 28th Aug.	Freight and Passage.
SHANGHAI	DEVANHA Capt. T. H. Higg, R.N.	About 3rd Sept.	Freight and Passage.
LONDON VIA USUAL PORTS (DELHI OF CALCUTTA)	Capt. J. D. Andrews, R.N.	Noon, 5th Sept.	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 24th August, 1908

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
PAKHAI and HAIPHONG	"HUPH" .....	On 27th Aug., 9 A.M.
SWATOW, WEIHAUW, CHEFOO and TIENTSIN	"KUEICHOW" .....	On 28th Aug., 4 P.M.
AMOI, NINGPO and SHANGHAI	"YINGCHOW" .....	On 28th Aug., 4 P.M.
CEBU and ILOILO	"KAIPO" .....	On 28th Aug., 4 P.M.
MANILA	"TAMING" .....	On 2nd Sept., 4 P.M.
MANILA ZAMBOANGA, THURE, DAY ISLAND, OOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, BREMEN and PERTH	"CHANGSHA" .....	On 2nd Sept., 4 P.M.
TSINGTAI, CHEFOO and NEWCHANG	"NANCHANG" .....	On 2nd Sept., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW, WEIHAUW & CHEFOO	"CHEONGSHING" .....	Saturday, 29th Aug., 4 P.M.
SHANGHAI	"WINGSANG" .....	Monday, 31st Aug., Noon.
MANILA	"YUENSANG" .....	Friday, 4th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG" .....	Tuesday, 5th Sept., Noon.
SINGAPORE, PENANG & CALUTTA	"LAISANG" .....	Tuesday, 1st Sept., 3 P.M.
SINGAPORE, PENANG & CALUTTA	"FOOKSANG" .....	Saturday, 12th Sept., 3 P.M.

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JARDINE, MATHESON & Co., LTD.,  
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HONGKONG, SOUTH CHINA COAST PORTS  
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SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, "CHOSHUN MARU"	Capt. T. SUGIWA	FRIDAY, 28th Aug., at 10 A.M.
AMOI & FOOCHOW	Capt. T. SUGIWA	SUNDAY, 30th Aug., at 10 A.M.
TAMSIU VIA SWATOW, "DAIJIN MARU"	Capt. I. SAKURAI	SUNDAY, 30th Aug., at 2 P.M.
AMOI & FOOCHOW	Capt. I. SAKURAI	WEDNESDAY, 2nd Sept., at 10 A.M.

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These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Untroubled Table.

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Hongkong, 26th August, 1908.

T. ARIMA, Manager.

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Hongkong, 21st August, 1908.

Hongkong Office.

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PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SINGAPORE, CALCUTTA & COLOMBO	"ARCONIA" .....	On 28th August.
VLADIVOSTOK	"LITVANIA" .....	On 3rd September.
M. A. RESILLES	"HAYRE" .....	Middle of Sept.
C. COPENHAGEN	"CATHAY" .....	Middle of Sept.
YOKOHAMA and KOBE	"TRANSQUERAR" .....	On 15th September.

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Hongkong, 24th August, 1908.

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S.S. "INDRAMAYO" .....

On 18th September, 1908.

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STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI .....	2540	R. W. Almond	Manila	On 29th Aug., Noon.
ZAFIRO .....	2540	R. Rodger	Manila	On 5th Sept., Noon.

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GENERAL MANAGERS.

Hongkong, 24th August, 1908.

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PROPOSED SAILINGS:

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(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	"SANUKI MARU" Capt. K. Homma, Tons 6112	WEDNESDAY, 2nd Sept., at Daylight
VICTORIA, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	"KAGA MARU" Capt. A. Keith, Tons 6309	WEDNESDAY, 16th Sept., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	"IYO MARU" Capt. S. Ishikawa, Tons 6320	TUESDAY, 1st Sept., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. G. S. Lapraik, Tons 6371	FRIDAY, 4th Sept., at Noon
BOMBAY via SINGAPORE and COLOMBO	"NIKKO MARU" Capt. T. Harrison, Tons 5559	FRIDAY, 2nd Oct., at Noon
SHANGHAI, MOJI and KOBE	"MOTOYORI MARU" Capt. J. Hand, Tons 3778	WEDNESDAY, 2nd Sept., at Noon
	"KANAKURA MARU" Capt. H. Fraser, Tons 6128	FRIDAY, 4th Sept., P.M.
	"TOTOMI MARU" Capt. M. Winkler, Tons 3412	WEDNESDAY, 9th September

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Hongkong, 27th August, 1908.

T. KUSUMOTO,  
MANAGER.

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SHIPPING IN PORT.

STEAMERS
ARNELL, British str., 2,433, Winsom, 24th Aug.—Whampoa 23rd August, Ballast—Bradley & Co.
BRASILIA, German str., 4,234, Schwinghammer, 24th Aug.—Singapore 18th August, General—Hamburg-Amerika Linie.
CHATHAM, British str., 2,316, A. J. Duff, 5th Aug.—Callao 24th June, Chinese.
CHOSHUN MARU, Japanese str., 1,204, Suruga, 24th Aug.—Shanghai August 16th and Swatow—23rd, General—Osaka Shosen Kaisha.
CLAVENHURST, British str., 2,518, W. H. Sodon, 17th Aug.—from Cardiff, Coal—Doddwell & Co.
FOOSHING, British str., 1,235, E. Woolley, 17th Aug.—Wuhu and Chinkiang 11th Aug; Rio—Jardine, Matheson & Co.
FOREST DALE, British str., 2,853, Neall, 24th Aug.—Changhai 10th August, Sugar—Butterfield & Swire.
GILBERT, French str., 350, Douanoux, 24th Aug.—K. C. Wan and Macao 24th Aug. General—Petroleum Asiatic Co.
HAICHING, British str., 1,2 6, W. C. Passmore, 12th Aug.—Fookchow Aug. 9th, Amoy 10th, Swatow 11th, General—Douglas, Lapraik & Co.
HANOT, French str., 742, Pannier, 25th Aug.—Haiphong and Heilow 24th Aug., General—J. E. Hardy.
HUPH, British str., 1,205, G. J. Spink, 24th Aug.—Haiphong August 20th, Pakhoi and Hoihow 23rd, Rice and General—Butterfield & Swire.
IRO MARU, Japanese str., 3,918, S. Ishikawa, 23rd Aug.—Japan & Shanghai 20th Aug., General—Nippon Yusen Kaisha.
JAPAN, British str., 3,805, J. G. Clifton, 23rd Aug.—Calcutta via Straits Aug. 8th and Singapore 16th, General—David Sassoon & Co., Ltd.
KAIPO, British str., 987, Mathias, 22nd Aug.—Cebu and Iloilo 18th August, General—Butterfield & Swire.
KORBA, American str., 5,651, Andrew Dixon, 19th August—San Francisco 23rd July and Shanghai 16th August, Mail and General—Pacific Mail Steamship Co.
KOWLOON, German str., 1,720, A. Enigh, 22nd Aug.—Morora and Swatow 21st Aug., Beans—Hamburg-Amerika Linie.
KURSCROW, British str., 1,787, G. H. Baker, 23rd Aug.—Chafso 17th August, General—Butterfield & Swire.
LAISANG, British str., 2,224, E. J. Tadd, 20th July—Calcutta July 6th, and Singapore 15th, General—Jardine, Matheson & Co.
LAUSCHAN, German str., 2,056, Sperling, 25th Aug.—Moji 17th Aug., Coal—Jensen & Co.
LENNOX, British str., 2,574, F. McNair, 24th Aug.—Vancouver 27th July and Shanghai 20th August, General—C. P. R. Co.
LOCHORN, German str., 1,030, W. Tarnert, 25th Aug.—Swatow 17th August, Rice—Butterfield & Swire.
LOONGSANG, British str., 1,092, S. J. Payne, 24th August—Manila via Amoy 23rd Aug., General—Jardine, Matheson & Co.
MACDUFF, British str., 1,228, C. H. Burgh, 17th Aug.—London and Singapore 11th August, General—Doddwell & Co.
MANILA, German str., 1,108, J. Minssen, 21st Aug.—Sydney 30th July, General—Melchers & Co.
MERCO, Chinese str., 1,333, Ercart, 22nd Aug.—Shanghai 18th Aug., General—Chinese.
NORSE, British str., 4,178, G. Phillips, 25th Aug.—London 18th July and Singapore 20th Aug., General—P. O. S. N. Co.
ONLANG, British str., 1,737, F. Wheeler, 14th Aug.—Moji 8th August, Coal—Jardine, Matheson & Co.
PARLAT, German str., 1,018, J. Wenzel, 19th Aug.—Swatow 17th August, General—Butterfield & Swire.
QUAKA, German str., 1,852, H. Madson, 15th Aug.—Palo Pukun 8th Aug., Old Iroa Tanks—Sander, Wiedler & Co.
RAJAHMUN, German str., 1,189, H. Bromer, 22nd August—Bangkok via Heilow 15th August, Rice and Wood—Melchers & Co.
RAVNAR, Norwegian str., 1,200, Augensen, 17th Aug.—Rajong 10th August, Timber—Wallem & Co.
RUBI, British str., 1,611, R. W. Almond, 24th Aug.—Manila 22nd August, General—Shewan, Tomes & Co.
SAMSEN, German str., 958, F. Schmitt, 24th Aug.—Swatow 23rd August, General—Butterfield & Swire.
SEITA, German str., 1,612, Deeler, 12th August—Wakamatsu 5th August, Coal—Siemens & Co.
SPIR, Norwegian str., 870, Horn, 18th August—Swatow 17th August, General—Aagaard, Thoresen & Co.
STATHENDRICK, British str., 2,343, J. E. Stewart, 7th August—New York via Harbin 28th May, Cass Oil and General—Doddwell & Co.
SWANLEY, British str., 2,908, W. E. Steele, 19th August—Ching-wan-ao 13th August—Gibb, Livingston & Co.
TAISHAN, British str., 1,121, Laing, 19th Aug.—Saigon 15th Aug., General—Bradley & Co.
TIMARI, Dutch str., 2,439, J. Bouman, 22nd August—Batavia 27th July, and Macassar 14th August, General—Java-China-Japan Lijn.
USINA MARU, Japanese str., 3,243, K. Hori, 23rd August—Kobe and Moji 15th August, Coal and General—Mitsui Bussan Kaisha.
VICTORIA, Swedish str., 989, Thor Ebert, 22nd Aug.—Kobe 15th Aug.—Aagaard, Thoresen & Co.
YINGCHOW, British str., 1,216, Fraser, 24th Aug.—Shanghai 20th August, General—Butterfield & Swire.

SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,968, James White, 18th Aug.—New York 26th April, Cass Oil—Standard Oil Co.

JUTEPOLIS, British ship, 2,481, Stewart, 6th June—San Francisco 5th April, Cass Oil—Standard Oil Co.

KING GEORGE, British ship, 2,068, James White, 12th March, Cass Oil—Standard Oil Co.

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FOR 1908.



